

KEEP WATER ON THE OUTSIDE



Crewmen, you'd be surprised how much water can collect in the hull of your Stryker. It drips off wet boots and uniforms, trickles in through open hatches, is left behind after leaving the wash rack, and seeps in through loose hull drain plugs during fording.

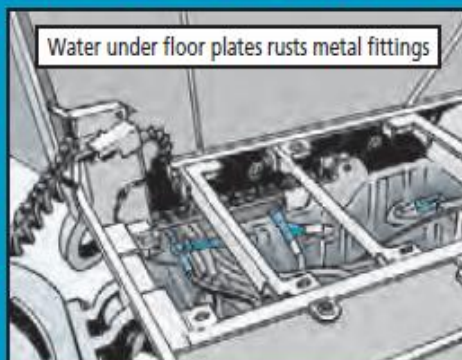
The Problem

Water can take three forms—solid, liquid and gas. All three create problems for your Stryker.

Solid: If you're in a cold-weather environment, the water in the hull and under the floor plates freezes. Since water expands as it freezes, lines and fittings are ruptured, causing all kinds of damage.

Liquid: Water under the floor plates will rust the ramp chains; connectors on the air, hydraulic and fuel lines; the ABS system; and pretty much anything else that's made of metal.

Gas: As temperatures go up, the water evaporates and condenses on radios and other electronic gear. Enough moisture can short out electronic equipment.



The Solution

The only way to empty that water is to open the hull drain plugs on the bottom of your Stryker. There are quite a few plugs, so make sure you open all of them or you'll leave water behind.

Make sure any water drained from the hull goes into a drip pan and is disposed of according to your unit's SOP.

Of course, you don't want water to get back in through the plugs, so make sure you reinstall 'em before operation. And do it right. Plugs that are too loose will vibrate free. Plugs that are too tight are hard to open and are more likely to be left closed when draining is needed again.

Apply a little anti-seize compound, NSN 8030-01-087-8254, to the threads before installing the plugs. That lets you tighten the plugs enough to keep them from vibrating loose, but makes them easier to open next time.

Just make sure you put the compound on each plug's threads and the threaded portion of the hull. That way, all the threads are coated and the plugs won't stick.

